

CLASSIFICATION ~~SECRET~~ CONTROL/US OFFICIALS ONLY

COUNTRY Soviet Zone of Germany REPORT NO. [REDACTED]  
TOPIC Cottbus Airfield  
EVALUATION See below PLACE OBTAINED [REDACTED]  
DATE OF CONTENT [REDACTED] 25X1X  
DATE OBTAINED [REDACTED] 25X1X DATE PREPARED 6 October 1950  
REFERENCES [REDACTED] 25X1A  
PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto  
REMARKS [REDACTED]

SOURCE 25X1X  
[REDACTED]

25X1X

1. On 4 August 1950 laborers said that construction work on the runway of the Cottbus (H 52/A 57) airfield would probably be completed by 1 September 1950 and that the workers were being gradually dismissed. \* The laborers did not confirm previous information that the workers were to be transferred to Breslau (P 52/Z 41) after completion of the runway, nor did they believe this probable.

25X1X

2. On 31 August 1950 four twin-engine low-wing ~~monoplanes~~ with double rudder assemblies were parked in front of the western hangar of the field. \*\* The barracks buildings north of the field, which had been reconditioned, had a capacity of 1,600 to 1,800 men. Two platoons of 50 to 60 air force soldiers each were marching in the area and truck [REDACTED] went into the barracks yard. 25X1B Trucks [REDACTED] passed through the entrance to the field.

25X1B

3. The new runway was completed. \* It was paced and found to be 65x1,800 meters.\*\*\* The ~~entire~~ runway had a light concrete-like color, similar to the old runway. The light poles along the runway and the rails had been removed. A strip of about 150 meters on each side of the extended runway was graded. Three caterpillar tractors with rollers were rolling the ground which had apparently been raised.
4. The concrete aprons in front of the hangars were being enlarged. Excavation work was being done in the northeastern section of the landing field, presumably for the construction of a taxiway to the eastern end of the runway. Soviet air force soldiers erected a board fence, above man's height, along the Cottbus-Burg (H 52/A 47) road. The unloading facilities for standard-gauge railroad cars on the southern edge of the landing field were still in operation. The flight control station had been reconditioned. The number of workers at the field, had decreased to about 350. Light poles on individual construction strips indicated that work was probably also being done at night.

25X1A

- 25X1X \* Comment. Several sources previously reported that the extension of the runway was to be completed by 1 September 1950. [REDACTED]
- 25X1A [REDACTED] This target date has been apparently met and the field is serviceable since 1 September 1950. The arrival of an air unit has not been observed.

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25X1A

25X1X

\*\* ~~Comment.~~ The four twin-engine planes, probably PE-2s, were stationed at the field during the construction work.

25X1A

25X1A ~~Comment.~~ The purpose of these aircraft is not known.

25X1X \*\*\* ~~Comment.~~ Other sources previously reported that the runway was 2.1 to 2.2 km long. On the basis of expansion possibilities inferred from the available map, the total length of the runway is about 1,900 meters. For sketch of airfield, see Annex.

25X1A

1 Annex: Cottbus Airfield

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